

the pool, at their base, being twenty-two feet. This has to be filled up with earth, transported in boats, to the bottom of the canal; the rock blasted from the cliffs forming the outer or river protection. About two-thirds of this filling has been accomplished, and the contractors have given every assurance that their force shall be increased, so as to insure the completion of the work within the specified time. In immediate connexion with this section commences the locks, four in number, and the deep cut through Prather's Neck. The locks are in progress, and we have no doubt will be finished in time. The deep cut, two thousand feet in length, was divided between different contractors, and has been prosecuted with vigor; the upper half is finished, and the lower section nearly so. The deepest cutting is about forty feet. The location for several miles of this line is on favorable ground and through alluvial bottoms, occasionally interrupted by heavy and costly sections; these occur wherever the canal is forced into the river by the precipitous nature of the ground—strong protection-walls then become necessary, and heavy rock excavation. Of these sections the most costly are at Millstone Point, Hancock, and the Round Hill. The masonry on this line has been executed in a workman-like manner, and of excellent materials, chiefly of limestone. At one time fears were entertained that suitable stone could not be obtained, but we have been agreeably disappointed, good quarries having been found at several points, although in some instances, the stone is hauled a considerable distance. Between dam No 5 and Cacapon, beside numerous culverts of from four to twelve feet span, and one over Little Tonoloway of forty feet span, there are ten locks of eight feet lift each, including the guard lock at dam No. 6, and two aqueducts crossing Licking creek and Great Tonoloway. The first is an arch of ninety feet span, the second of sixty-five feet between the abutments—the arches of both being turned. The materials on all are of the most approved kind, and the workmanship cannot be surpassed.

On all these constructions strength and durability have been the desideratum with the Board, and all unnecessary ornament, which would enhance their cost, has been dispensed with.

The progress made on dam No. 6, located a short distance above Cacapon river, has thus far realized the expectations of the Board; and, from the well-known character of the contractors for enterprise and punctuality, we entertain no apprehension as to the completion of this work in time to admit the water simultaneously on the whole line. The abutments of the dam on both shores have been raised to the height of ten or twelve feet, and would, in all probability, have been nearly completed by this time, but for the repeated interruptions from high freshets. All the materials for the dam are in readiness, and it can be erected so soon as the river shall fall to its usual low-water mark. A guard-lock at the dam serves the purposes of a feeder to the canal, and for the admission of boats navigating the